

[Redacted]

[Redacted]

STAT

October 27, 1981

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[Redacted]

Project Number: 15661-000
Contract Number: 81*A599900*00
Period Covered: Inception through October 23, 1981

REQUEST FOR PAYMENT

For professional services rendered in connection with the preparation of a final Master Development and Master Utility Systems Plan and the preparation of amended Environmental Assessment.

Lump Sum Fee \$121,650.00

Payment as per Payment Schedule,
paragraph 1, of our contract
dated July 1, 1981 \$ 42,577.50

TOTAL AMOUNT DUE THIS INVOICE \$ 42,577.50

Respectfully submitted,

[Redacted]

Billy W. Wells
Controller

BWW/jb

PERFORMANCE SATISFACTORY.
ALLOWED SUBJECT TO AUDIT.
4 Nov 1981

[Redacted]

STAT I CERTIFY THAT THE APPLICABLE DELIVERABLE
ITEMS AND/OR SERVICES HAVE BEEN RECEIVED
AND ACCEPTED.

[Redacted]

1587

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TRANSMITTAL MEMORANDUM

ARCHITECTS • ENGINEERS

DATE: December 9, 1981

STAT

TO: [] Building Planning Staff
Central Intelligence Agency
Washington, DC 20505

SUBJECT:

CIA Master Plan
#15661-000
Final DrawingsWE ARE SENDING ☐ HERewith ☐ UNDER SEPARATE COVER

THE FOLLOWING:

☐ SPECIFICATIONS☐ SHOP DRAWINGS☐ SUPPLEMENTARY DRAWINGS☐ SAMPLES☐ CATALOGS☐ Mylars

NUMBER COPIES	DRAWING OR SPEC. P.D.	DATE	DESCRIPTION
1	--	Nov. 81	Oversized 1" = 100' contour plan
1	--	Nov. 81	Oversized 1" = 100' existing utility plan
1	--	Nov. 81	Oversized 1" = 100' proposed utility plan
1	E-1	Nov. 81	Vicinity Map
1	E-2	Nov. 81	Existing Site Plan - Land Use
1	E-3	Nov. 81	Existing Site Plan - Natural Features
1	E-4	Nov. 81	Aerial Photograph
1	E-5	Nov. 81	Existing Site Plan
1	E-6	Nov. 81	Existing Site Plan - Traffic Flow
1	E-7	Nov. 81	Existing Utilities 1"=200'
1	M-1	Nov. 81	Proposed Site Plan - Land Use
1	M-2	Nov. 81	Proposed Site Plan
1	M-3	Nov. 81	Detailed Proposed Site Plan (1"=100')

STAT

SEND VIA: AIRMAIL ☐ FIRST CLASS MAIL ☐ OUR MESSENGER ☐ YOUR MESSENGER ☐

[]

BY

John Livengood

cc: A. Carroll

STAT TRANSMITTAL MEMORANDUM

ARCHITECTS • ENGINEERS

DATE: December 9, 1981

TO: 2nd Page

SUBJECT: CIA Master Plan
15661-000WE ARE SENDING ☐ HERewith ☐ UNDER SEPARATE COVER

THE FOLLOWING:

☐ SPECIFICATIONS☐ SHOP DRAWINGS☐ SUPPLEMENTARY DRAWINGS☐ SAMPLES☐ CATALOGS☐ Mylars

NUMBER COPIES	DRAWING OR SPEC. NO.	DATE	DESCRIPTION
1	M-4	Nov. 81	Proposed Site Plan - Traffic Flow
1	M-5	Nov. 81	Proposed Site Plan - Natural Features
1	M-6	Nov. 81	Proposed Site Plan - Sections
1	M-7	Nov. 81	Site Sections 1, 2, 3 & 4
1	M-8	Nov. 81	Site Sections 5, 6, 7 & 8
1	M-9	Nov. 81	Proposed Site Plan - Phasing
1	M-10	Nov. 81	Proposed Utility Plan (1" = 200')
1	Fig. 1	Nov. 81	Alternatives
1	Fig. 6	Nov. 81	Issues & Constraints
1	Fig. 8	Nov. 81	Existing Site Plan Adjacent Properties

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BY

STAT

TRANSMITTAL MEMORANDUM

ARCHITECTS • ENGINEERS

DATE: December 3, 1981

STAT

TO:
Central Intelligence Agency
Building Planning Staff
Washington, D.C. 20505SUBJECT: CIA Master Plan
SOM 15661WE ARE SENDING ☒ HEREWITH ☐ UNDER SEPARATE COVER

THE FOLLOWING:

☐ SPECIFICATIONS☐ SHOP DRAWINGS☐ SUPPLEMENTARY DRAWINGS☐ SAMPLES☐ CATALOGS☐ _____

NUMBER COPIES	DRAWING OR SPEC. NO.	DATE	DESCRIPTION
6		11/81	Master Plan
6		11/81	Environmental Assessment

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BY



Alan Carroll Approved For Release 2005/07/12 : CIA-RDP89-00244R000100040002-7

STAT.

TRANSMITTAL MEMORANDUM

ARCHITECTS • ENGINEERS

DATE: November 3, 1981

STAT

TO:

Building Planning Staff
Central Intelligence Agency
Washington, D.C. 20505

SUBJECT: CIA Master Plan
SOM# 15661-000

WE ARE SENDING ☐ HERewith ☐ UNDER SEPARATE COVER☐ SPECIFICATIONS☐ SHOP DRAWINGS

THE FOLLOWING:

☐ SUPPLEMENTARY DRAWINGS☐ SAMPLES☐ CATALOGS☐ _____

NUMBER COPIES	DRAWING OR SPEC. NO.	DATE	DESCRIPTION
1		11/3/81	Review Copy — Master Plan
1		"	" " — Cost Estimate
1		"	" " — Environmental Assessment

STAT

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BY

Alan Carroll

STAT **TRANSMITTAL MEMORANDUM**

ARCHITECTS • ENGINEERS

DATE: October 29, 1981**TO:** Central Intelligence Agency
Building Planning Department
Washington, D.C. 20505**SUBJECT:** CIA Master Plan
SOM #15661

STAT

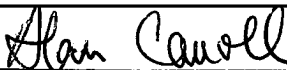
Attn: **WE ARE SENDING** ☐ **HEREWITH** ☐ **UNDER SEPARATE COVER****THE FOLLOWING:**☐ **SPECIFICATIONS**☐ **SHOP DRAWINGS**☐ **SUPPLEMENTARY DRAWINGS**☐ **SAMPLES**☐ **CATALOGS**☐ _____

NUMBER COPIES	DRAWING OR SPEC. NO.	DATE	DESCRIPTION
3		10/29/81	Drafts Master Utility Systems Plan

STAT

SEND VIA: **AIRMAIL** ☐ **FIRST CLASS MAIL** ☐ **OUR MESSENGER** ☐ **YOUR MESSENGER** ☐

BY



Alan Carroll Approved For Release 2005/07/12 : CIA-RDP89-00244R000100040002-7

*Placed
This is a*

ELECTRIC SERVICE

RECEIVED 20

*file SOM*I. Brief Description of Electric System1. Normal power

The CIA facility is supplied by VEPCO from a duplex 230-34. kV outdoor substation located in the west side of the site near the Power House. VEPCO has recently installed two 82 MVA power transformers which deliver power at the 34 kV level. The 34 kV VEPCO-owned buswork supplies several feeders which serve the McLean residential area in addition to the main 34/13.2 kV transformers for the CIA facility. The installation of these transformers is just now taking place with one transformer in place and the other one being redied.

The transformers for the CIA service are rated at 12 MVA self-cooled (20 MVA fan cooled) and they supply a 13.2 kV switch-gear double lineup with a normally open tie and five feeder breakers on each of the two main bus sections. In 1980, an additional breaker cubicle was added to each line-up to supply power from the enhanced stand-by generating system.

The 13.2 kV feeders supply power in a duplicate arrangement to five 480 V substations in the main headquarters building (2 feeders), one 480 V substation in the Power House and one 480 V substation in the printing service building. Additionally, a duplicate set of feeders supply a 4.16 kV substation which supplies power at that level for the operation of the large chiller compressors in the Power House.

2. Stand-by power

The on-site generating capacity for stand-by power has been increased considerably during the major 1980 renovation to the point that the combined stand-by generating capacity can now carry about 75% of the maximum peak demand recorded. To the older

- 2 -

generators No. 1 and No. 2 (rated at 2000 kW each and located in the Power House) and to critical system 2500 kW generator No. 3 (located outdoors) have now been added the two generators No. 6 and No. 7, at 2500 kW. All the generators develop power at 4.16 kV which is utilized at that level for the main chiller compressors and through step-up transformers, can back feed into the main 13.2 kV switchgears and thus supply the entire facility except at times of peak summer demand.

II. Discussion of Available Power in Connection with the Proposed Building Expansion

1. Normal power

The maximum demand ever recorded in the facility has been 14.2 MVA, the average demand being around 13 MVA in summer and 9 MVA in winter. As indicated above, the main VEPCO transformers are rated at 12 MVA self-cooled and each should be able to carry the entire load with the help of cooling fans. This transformer capacity has not been increased in over 10 years despite the continuous increase of load during that period of time.

The 13.2 kV switchgear lineups are rated at 1200 AMPS and could thus handle up to 27 MVA. However, there are no spare cubicles and no physical room for additional breakers, the only direction in which physical expansion is possible is toward the adjacent parking lot. Some of the individual feeders appear to be lightly loaded in relation to their ampacity ratings, and since some of the heavier loads like computers and their support equipment are destined to be transferred to the new proposed wing, it appears that the loading on those feeders will, if anything, decrease. However, the physical layout of those feeders in relation to the proposed expansion is such that they don't lend themselves to be easily tapped. In any case, any new loads added to those feeders will, of course, be reflected in the main switchgear and transformers.

The best estimate of the electric load expected in the new facility, based on floor areas, usage and unit loads given, is

about 18 MVA. A credit of about 3 MVA could be applied as a result of the intended transfer of the computer equipment to the new wing and the conversion of those vacated areas of the old building into offices. The resulting net increase in load is thus, around 15 MVA. About two thirds of this, or 10 MVA, is expected to be required by the building itself and the remainder, 5 kVA, represents additional power required in the Power House as a result of the increased chiller and boiler capacity anticipated.

Combining the maximum present demand of 14 MVA with the additional 15 MVA (which load, when converted to actual demand, might be somewhat less) and after allowing for the necessary reserve capacity, we arrive at the neighborhood of 30 MVA as our best estimate of the total future capacity required.

This is clearly far above the capacity of the present installation both in respect to transformer and switchgear capacity at all levels of voltage within the facility.

While no alternatives are being evaluated as part of this study, it appears that the answer lays either in replacing the existing transformers and gear with others of larger capacity or in duplicating the existing facility with a twin installation of comparable capacity, while leaving the existing work basically undisturbed.

2. Stand-by power

As stated above, the present stand-by generating capacity, exclusive of portable generators and various battery and UPS systems, is 11.5 MVA. During the latest 1980 revamping, provisions were made for the addition of yet another 2500 kW generator which, when in operation, will just about permit 100% of the load in the facility to be generated on site.

Since the proposed increase in demand as required by the expansion, however, is estimated at 75% of the present one, and

since presumably the same policy and criteria regarding 100% power self sufficiency will be extended to the new construction, it is obvious that an additional generating capacity of about 10 MVA would be required consisting perhaps of four generating units of 2500 kW with their accompanying gear and transfer switches. While doing this, serious consideration should be given to the possible replacement of the older oversized generators located in the Power House, which would also serve the purpose of making floor space available in the Power House for the necessary expansion of the heating and cooling plants.

STAT



AGENDA

CIA REVIEW MEETING

October 19, 1981

1. Schedule for review of EIA draft.
2. GSA: backfill and housing. → *GSA legal*
GSA to sum tomorrow
3. Utilities (electrical, HVAC)
4. Cost estimates
 - o Building and related structures
 - o Utilities

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AGENDA

CIA Review Meeting

10/9/81

1. General status
 - Geotechnical study
2. Utilities
 - Scope of electrical, heating, cooling components
 - Scattergood Thorne
3. Cost estimate

Tues. meeting on ~~utility~~ costs 9:30

(over)

1. Valve 8" line from Savilla for redundant source
2. Ex. 1 main line is OK for expansion program
3. Relocate 8" line behind cafeteria
4. Relocate 6" line in west lot

Sanitary Sewer

1. Lift Station OK
2. Add new 10" line main

Storm Water Mgt.

1. Dry Ponds vs. pipe & wells.
2. Do not use wet to retention.

Costs - 81 cost) incl. 10% ^{Design} Contingency - NO A/E fee

1. 20,000,000 - Van h eqs
2. 3,000,000 Bttr util. lines
3. 91,420,000 Man Rel.
4. ~~Van~~ Varday Lot 4

14,190,000 (incl. Roadwork) (\$5600/car) 2290 cars

5. Reception Ctr. \$933,000 (Roads 300,000 to 400,000)

\$79/SF

6. ~~to~~ 130,000,000 → 31% escalt - 170,000,000

7. Recs. storage & related Roadwork 3,191,000

8. Remodel

- 400,000

3,591,000

31% escalt 5,000,000

BEST COPY
AVAILABLE

SHEET NO.

OF

CALCULATED BY

DATE

CHECKED BY

DATE

SCALE

COST ESTIMATE

1984

ITEMS ~ SITE WORK	UNIT PRICE	QUANTITY	COST
1. Mobilization	\$ 100,000 ⁻	LS	\$ 100,000 ⁻
2. Demolition Gate House	5000/ea	1	5,000 ⁻
3. Demolition of Driveway & Parking Lot Pavement	3.50/sy	66,535 sy	232,870 ⁻
4. Demolition of Bituminous Sidewalks	2.50/sy	3650 sy	9,125 ⁻
5. Clearing & Grubbing	1500/ea	29 ea	43,500 ⁻
5A. Seeding	5000/ea	13.5 ea	67,500 ⁻
6. 4" Water Line	20"/LF	70 LF	1,400 ⁻
7. 6" Water Line	28"/LF	850 LF	23,800 ⁻
8. 10" Water Line	33"/LF	1520 LF	50,160 ⁻
9. 12" Water Line	35"/LF	720 LF	25,200 ⁻
10. 6" Sanitary Sewer Pipe	30"/LF	650 LF	19,500 ⁻
11. 8" Sanitary Sewer Pipe	34"/LF	340 LF	11,560 ⁻
12. 10" Sanitary Sewer Pipe	39"/LF	2630 LF	102,570 ⁻
13. Manholes - Sanitary	2600/ea	14	36,400 ⁻
14. Curb and Gutter	15"/LF	9,042 LF	135,630 ⁻
15. Header Curb	12"/LF	11,305 LF	135,660 ⁻
16. Driveway Pavement	17"/sy	39,700 sy	674,900 ⁻
17. Sidewalk Pavement	12"/sy	3840 sy	46,080 ⁻
18. 15" Storm Sewer	40"/LF	3,600 LF	144,000 ⁻
19. 18" Storm Sewer	45"/LF	1900 LF	85,500 ⁻
20. 24" Storm Sewer	50"/LF	2400 LF	120,000 ⁻
21. 36" Storm Sewer	85"/LF	95 LF	8,075 ⁻
22. 42" Storm Sewer	95"/LF	110 LF	10,450 ⁻
23. 48" Storm Sewer	110"/LF	180 LF	19,800 ⁻

SHEET NO. _____ OF _____

CALCULATED BY _____ DATE _____

CHECKED BY _____ DATE _____

SCALE _____

ITEMS	UNIT PRICE	QUANTITY	COST
24. 54" ϕ Storm Sewer	125 $\frac{7}{8}$ LF	100 LF	12,500.00
25. 108" ϕ CMP Storage Pipe	300 $\frac{7}{8}$ LF	570 LF	171,000.00
26. Drain Inlet Structures	2000 $\frac{7}{8}$ ea	20	112,000.00
27. Head Walls	1000 $\frac{7}{8}$ ea	10	10,000.00
			247,500.00

10/2/81
Feb 50M

**CIA MASTER PLAN
ENVIRONMENTAL ASSESSMENT**

PRELIMINARY IMPACTS SUMMARY

1. Geology and Land Forms

Existing Conditions

- o CIA site prevalent slopes are 3 - 8 %.
- o Relief generally less than 50 feet.
- o Uneven bedrock covered by 10 - 50 feet of heterogeneous silty sand (saprolite).
- o Ground water at different levels within saprolite and bedrock.
- o Minor drainages on west side of CIA site flowing to Turkey Run; stream channel to east flowing directly into Potomac.
- o Environmental Quality Corridor to east, north, and west of site; includes part of CIA property to northeast along Parkway. EQC's based on stream valley systems and marked for preservation by Fairfax County.

Impacts and Mitigating Measures

- o Alteration of topography of site through removal of 60 foot hill.
- o New building creates additional impermeable area of about 3.7 acres.
- o No appreciable effect on water infiltration or groundwater recharge, given large undeveloped area in and around CIA site.
- o Additional runoff can be handled by relatively minor landscape grading.
- o No wetlands on CIA site.

2. Vegetation and Wildlife

Existing Conditions

- o Mainly deciduous trees with some ornamental shrubs and trees throughout.
- o Densest vegetation along northern and eastern sides.
- o Wildlife consists of small mammals (squirrels and groundhogs), songbirds, and occasional deer.
- o No endangered species on site; bald eagles known to fly overhead.

Impacts and Mitigating Measures

- o Removal of about 3.7 acres of deciduous woods and maintained grass; supports some small mammals and birds.
- o Loss of aesthetic value of wooded hill may be partially compensated for by new landscaping around western side of new building.
- o Loss of habitat is very minor in regional context.

3. Water and Sewer

(Detailed information not yet available. Preliminary investigation shows no problem with water supply (plenty of capacity). Sewage from northern Fairfax County treated at Blue Plains, which is currently at capacity. Fairfax's allotment at Blue Plains also at capacity. Fairfax is building pump station to divert sewage from

northern County to Lower Potomac Plant, which treats southern County. Lower Potomac expected to reach capacity in 1987. New CIA demand will be trivial in regional context, but regional problem exists.)

4. Solid Waste

(Results not yet available, but preliminary judgement is that new demands pose no problem.)

5. Transportation

Existing Conditions

- o Existing parking capacity is
- o Headquarters employees modal split is 56% drive alone, 40% carpool/vanpool, and 4% transit.
- o Peak hour LOS of D or E currently found at:

STAT

AM

- 193 eastbound
- Ramp from eastbound 123 into CIA

PM

- Parkway westbound
- 193 westbound
- 123 southbound
- Ramp from CIA to eastbound 123

Impacts and Mitigating Measures

- o New parking limited to 1,000 additional spaces as per NCPC 1972.
- o Projected demand for parking under consolidation using existing modal split is for about 6,600 spaces ("do nothing" assumption).
- o Need TSM measures to reduce this to 6,000 target. Possible measures include assigned parking and carpool and vanpool incentives.
- o Traffic projections assume no peak hour "background" increases on Parkway, 123, or 193 due to existing capacity constraints and offsetting effects of new Metrorail (Vienna) and I-66.
- o 3,000 consolidated employees assigned to road network based on their home zip codes. With no mitigation measures, projected peak hour LOS of D or E would occur at:

AM

- G. W. Parkway eastbound
- G. W. Parkway ramp into the CIA from the west
- Route 123 northbound
- The weave from Route 123 northbound to the CIA South Gate.
- Intersection of Route 123 southbound and entrance to South Gate (long queuing)

PM

- G. W. Parkway westbound
- Ramp to G. W. Parkway westbound

- Route 123 southbound
- Route 193 westbound
- o Mitigation measures to reduce above LOS problems include staggered work hours and minor off-site roadway improvements (e.g. widening Route 123 ramp into CIA South Gate to two lanes to allow more stacking room; realigning Route 193 eastbound connection to Route 123 to allow for longer weaving distances.)
- o Staggered work hours may mitigate peak hour congestion but may also lengthen a.m. and p.m. heavy traffic periods at access points.

6. Air Quality

Existing Conditions

- o Ozone (O₃) and carbon monoxide (CO) levels measured at Fairfax County Lewinsville Air Quality Station (three miles from CIA) are above or close to Federal Standards. (No on-site data available.)
- o Washington, D.C. area designated "non-attainment area": for O₃ and CO according to National Ambient Air Quality Standards (NAAQS).
- o Regional sulphur oxides (SO₂) and nitrogen oxide (NO_x) levels designated "cannot be classified or better than NAAQS".
- o CO and O₃ can concentrate locally and thus may be used to compare one specific site with another (O₃ is formed by reaction of NO_x and hydrocarbons (HC) with sunlight). O₃ also disperses and cumulates regionally.

Impacts and Mitigation Measures

- o Local CO and O₃ levels will increase with additional traffic generated by Master Plan. (Specific data not yet available.) Regional O₃, SO₂, and NO_x levels will not be affected because the 1,000 additional vehicles are insignificant in regional context.
- o Extending staggered work hours may reduce somewhat local CO and O₃ levels at peak hours.

7. Noise

Existing Conditions

- o Main noise generators for residential areas near CIA are airplanes and Routes 123/193.
- o Local noise levels are above L_{dn} = 65 dB, EPA's short-term sound quality goal.

Impacts and Mitigating Measures

- o Construction may increase daytime sound, but operation of new facilities will not generate perceptible deterioration of sound quality. (Specific data not yet available.)

8. Energy Conservation

(Applies to utility systems of new facilities. No results yet.)

9. Land Use

Existing Conditions

- STAT
- o [redacted]
 - o Current % of CIA site developed is 31% (includes parking areas, roadways, and reception center).
 - o Current % of [redacted] site developed is 0.6%.
- STAT

Impacts and Mitigation Measures

- STAT
- o Increase in % of site developed is 4%. No significant impacts.
 - o [redacted] planned for medium to long term use.
 - o Increase in % of Scattergood Thorne developed is 6%.

10. Local Plans and Policies

- o GSA: GSA area-wide EIS identifies physical conditions (slopes), transportation, and urban systems (sewage) as potentially significant negative impact areas, given "full" development. Scale of proposed CIA Master Plan is small enough that physical conditions impacts are not in fact significant. Transportation impacts may be mitigated by limits on parking and TSM. Sewage treatment constraint exists regionally, although CIA Master Plan demand will be small.
- o NCPC: Master Plan follows NCP guidelines from 1972: 3,000 additional employees and 1,000 additional parking spaces.
- o Fairfax County: Master Plan does not violate Environmental Quality Corridor. Adequate drainage and storm water detention facilities will be provided.
- o VDHT: CIA will coordinate design of off-site improvements to 123/193 intersection with VDHT. Agency will seek alternate funding sources.
- o National Park Service: No noticeable visual or natural environment impacts on Parkway or Turkey Run. No improvements to Parkway intersection contemplated.
- o FHWA: No interference with access to or operation of FHWA facilities, existing or proposed. FHWA Master Plan increment is about 100 employees (about 150 existing).
- o Turkey Run Farm: No negative visual or access impacts on TRF. New parking garage in west lot will be well-buffered. Visitor access to TRF generally not during peak hours (school groups weekdays and families weekends). Peak season weekday visitor volume is 200 - 225 per day, mainly schoolchildren arriving by bus.

11. Zoning

Existing Conditions

- o Fairfax zoning does not apply to Federal installations.
- o Fairfax zoning at CIA is R-1 residential, under which CIA is public use permitted as of right.
- o Maximum building height under R-1 is 60 feet; maximum gross FAR is 0.15.
- o Parking requirement is 4.5 spaces per 1,000 net S.F.

Impacts and Mitigating Measures

- o Master Plan conforms to none of the above. FAR will be 0.32, building height 120 feet, and parking ratio 2.8 spaces/1,000 Net S.F.
- o Actual visual and land use impacts will be insignificant. Lower parking space supply will not cause off-site parking problems.

12. Aesthetic Issues

Existing Conditions

- o Potential for views into site from Parkway, Savile Lane, Route 123, Turkey Run Park.
- o Existing headquarters generally not visible.
- o Extensive tree buffers to east and north; Scattergood Throne is buffer to south.

Impacts and Mitigating Measures

- o New building distant from all site perimeters.
- o New building no higher than existing building.
- o All existing buffers being preserved.
- o New building's mass compatible with existing headquarters.
- o New parking garage height limited to 10 feet above upper surface of west parking lot.
- o Additional tree buffering to be provided along perimeter of west parking lot.

13. Historic Preservation

Existing Conditions

- o Route 193 is Scenic Byway designated by State of Virginia (up to but not including 123 intersection). Does not legally preclude modifications, but supports preservation of existing character.
- o Langley Fork Historic District located west of CIA site.

Impacts and Mitigation Measures

- o No modifications contemplated to Route 193.
- o No impacts on Langley Fork Historic District.

14. Community Services

Existing Conditions

- o CIA uses Langley Fork Park only on weekday evenings (softball and football). LFP has three softball fields, two soccer/football fields. Operated by Fairfax County under agreement with NPS. Fairfax has Master Plan to expand Park slightly.
- o CIA uses fire and ambulance service of McLean Volunteer Fire Department (Station No. 1). Average of one fire call and 2 - 3 ambulance calls per month to CIA.
- o Garbage pick-up at CIA is private (GSA contracts).

Impacts and Mitigating Measures

- o Under consolidation CIA is committed to abiding by Fairfax County Recreation Department guidelines on usage of LFP.
- o No difficulty in providing fire/rescue service to new CIA facility, according to head of McLean Fire Station No. 1 (Capt. Johnson). Station has eleven personnel and is slated for one additional staff member as of FY 1983.

15. **Socio-Economic Issues**

Existing Conditions

- o [] non-headquarters CIA employees work in [] locations in Virginia and [] in D.C.
- o [] D.C. employees total []
- o GSA unable to generate backfill plan at this time due to uncertainty over medium to long range Federal space requirements.
- o There is a HUD-GSA agreement on minimizing impacts on housing availability for low/moderate income people due to GSA actions.

Impacts and Mitigating Measures

- o D.C. space currently occupied by CIA is owned, not leased; therefore little likelihood of its being dropped from GSA inventory. Thus, net job loss to D.C. unlikely.
- o All Virginia space is leased. Even if all of it is dropped for GSA inventory, Virginia experiences no net job loss, only a shift of job location.
- o GSA considers Washington area as a single employment center; thus it sees no impact on low/moderate income housing availability.